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REPORT NO. 25X1A

TOPIC: Unoccupied Airfields in the Soviet Zone of Germany

EVALUATION: see below PLACE OBTAINED: 25X1A

DATE OF CONTENT: 25X1A

DATE OBTAINED: DATE PREPARED: 12 February 1952

REFERENCES:

PAGES: 6 ENCLOSURES (NO. & TYPE): 3 - sketches on ditto

REMARKS:

**SOURCE**

Airfield	Time of Observation	Observations and Evaluation
Altengrabow-Gross Luebars	21 November to 16 December 1951	Altengrabow-Gross Luebars airfield is located about 4 km south-south-east of Gross Luebars, 2 km south of Thuen Hill. An east-west gravel road, about 2 km long and 6 meters wide, was utilized as a temporary runway. Since late August 1951, the field has been unoccupied; the Adcock DF station 200 meters south-east of Bomsdorf was dismantled. <input type="checkbox"/> (1) 25X1X
Anklam	10 November to 8 December 1951	Clearing and activity, including the disposal of rubble, continued at Anklam airfield. After 15 November 1951, firing practices previously held were no longer observed. On 15 November 1951, the air force detachment departed from the field in the direction of Greifswald. According to Soviet soldiers, the firing practices were suspended until the spring of 1952. <input type="checkbox"/> 25X1X
Burg	29 October 1951 to 7 January 1952	The usable portion of Burg airfield, northwest of the Volkspolizei billets, was about 300 meters square; the rest of the field was cultivated. The circular taxiway was removed. The approach road was used by Volkspolizei tanks and SP guns. The undamaged billets at the former air base were occupied by about 1,200 Volkspolizei. No air force soldiers were seen in or near Burg. It was only during the summer months that a biplane occasionally landed at the field.

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☐ Declassified

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No airfield was located in the Burg area nor were any preparations for the construction of a field observed. [ ] (2)

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Bredow

28 December 1951 to  
5 January 1952

Bredow airfield was unoccupied. No changes in the status of the airfield installations or indications of its use were observed. [ ]

25X1X

Chemnitz

19 December 1951

Chemnitz airfield was used by Soviet liaison planes every two days. The largest of the three buildings at the field appeared to be used as a youth hostel; the purpose of the two smaller buildings was not determined. [ ]

25X1X

Damm

11 December 1951

Damm airfield was occupied by six PO-2s, two or three of which were observed flying. One tank truck and 10 ground personnel were seen. Source believed that the field is used as a training ground by units from Jueterbog Altes Lager. [ ]

25X1X

Delitzsch-  
Sproeda31 December 1951 to  
2 January 1952

According to a farmer, the entire landing field at Delitzsch-Sproeda airfield was distributed to farmers. The concrete cover of the former apron in front of the hangars was being hauled away. The buildings at the field were occupied by a SED school and a private firm. There were no indications of a rehabilitation of the field. The terrain at Reibnitz airfield had been ploughed up. [ ]

25X1X

Dresden-  
Klotzsche6 to 24  
December 1951

Dresden-Klotzsche airfield was occupied by army troops and an air force unit which was frequently observed conducting a driving school. PO-2s were occasionally observed making local flights. [ ]

25X1X

Drewitz

27 October and  
12 November 1951

Drewitz airfield was not occupied by Russians. No reconstruction was in progress. The cantonment buildings were still occupied by refugees. [ ]

25X1X

Eggersdorf

December 1951

Eggersdorf airfield, a former operational air base of the German Luftwaffe, was being utilized as a pasture. Ploughing of the field has been forbidden by the Russians although the field has not been used since 1945, and no indications of its reactivation were observed. [ ]

(3)

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## Security Information

Erfurt-  
Bindersleben

October 1951 to  
11 January 1952

Enlargement and levelling work at Erfurt-Bindersleben airfield by the Bau-Union Sued Company was practically completed by late October 1951. Building operations were confined to the levelling and enlargement of the grass covered portion of the installation. After completion of the work, the field was 4,000 x 1,000 meters. It was extended mainly in the direction of Erfurt to within 300 meters of the city perimeter. The field was extended only slightly towards Bindersleben. The former fuel tank installations were dismantled and not replaced. The hangars were not reconditioned. In early January, about 30 men worked on the levelling of the site of the former hangars. [ ]

25X1X

Finow North

24 November 1951

Finow North airfield was unoccupied. Neither soldiers or motor vehicles were observed. [ ]

25X1X

Fuerstenberg

19 November 1951

The landing field at Fuerstenberg airfield was grown over with firs and birch-trees. The buildings were used by civilians. [ ]

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Goerlitz

November and  
December 1951

There were no indications of an intended reconstruction at Goerlitz airfield. [ ]

25X1X

Guestrow

November and  
December 1951

The landing field at Guestrow was serviceable. The section of the field which previously was under cultivation had been rolled. However, no other reconditioning activities were observed. The hangars had been blown up and the ruins were being removed. The foundation walls were levelled. [ ]

25X1X

Hagenow

25 October to  
2 November 1951

Hagenow airfield was occupied by army motor transport troops. Billots were under reconstruction. No indications of the construction of a runway or taxi-strip were observed. [ ]

25X1X

Hohenselchow

30 November 1951

Hohenselchow airfield was still unoccupied. After 15 May 1951, no activity was observed. There were indications of a reconstruction of the installation. [ ]

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Jena-  
Roedigen

16 October 1951

The buildings at the Jena-Roedigen airfield were occupied by the Soviet Army. The landing field was grown

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over with weeds and showed im-  
prints of tank tracks. [ ]

25X1X

Jocksdorf

October and  
November 1951

Jocksdorf airfield was unguarded  
and was not occupied by Russians.  
According to a local resident, a  
FDJ glider school will be  
established there. [ ] (4)

25X1X

Leipzig-  
Mockau

December 1951

The landing field, the runway and  
the taxiway at Leipzig-Mockau  
were in good or even excellent  
condition. A damaged part of the  
runway and holes in the taxiway  
were filled with gravel and rolled.  
The grass cover was in good  
condition. Some of the airfield  
buildings were heavily damaged.  
One building on the western  
perimeter of the field was being  
reconditioned. The framework of  
two three-story buildings, about  
50 meters long, was preserved;  
the former hotel on the west side  
was undamaged. [ ] On 14 December, 25X1X  
work on the large hangar was under  
way; clinkers were piled up west  
of the hangar. It was not determin-  
ed whether dismantling or re-  
constructing work was in progress  
there. [ ]

25X1X

Ludwigslust

November and  
December 1951

Ludwigslust airfield was occupied  
by army units. On 15 December 1951,  
an army ammunition depot was  
completed there. [ ]

25X1X

Neustadt-  
Glewe

19 December 1951

Source observed that Neustadt-  
Glewe airfield was being levelled.  
[ ]

25X1X

Nohra

20 October to  
20 November 1951

According to two untested sources,  
excavation was in progress at the  
Nohra landing field. The barracks  
installations were occupied by  
Soviet soldiers. On 20 October 1951,  
about 40 laborers were employed  
at the field. It was the opinion  
of source that an extension of  
the landing field was planned. [ ]

25X1X

Perleberg

15 December 1951

Perleberg airfield was not occupied  
by the Soviet Air Force. Sixty  
men were said to have worked on the  
drainage at the installation. There  
were no indications of an intended  
reoccupation. [ ]

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Prenzlau

1 November 1951

Source, who, because of his job,  
should be well informed on all

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Security Information

construction activities, was not informed of building projects or other changes in the status of Prenzlau airfield. Part of the buildings were occupied by Volkspolizei who used the landing field as a training ground. [ ]

25X1X

Rangsdorf

21 December 1951

The northern and the eastern sides of Rangsdorf airfield had a board fence 2.3 meters high. Watchtowers, six meters high and occupied by sentries carrying submachine guns, were set up at both ends of the fence along the eastern edge. Two PO-2s, whose engines had apparently been dismantled, were seen near the southern watchtower. [ ]

25X1X

Rechlin-Roggenstein

10 December 1951

Both fields were unoccupied; no indications of an intended re-activation were observed. ([ ])

25X1X

Reinsdorf

4 December 1951

Reinsdorf airfield was vacated; no sentries were observed; bomb piles and boxes were no longer seen at the former ammunition depot. [ ]

25X1X

Schkeuditz

12 October to  
31 December 1951

No indications of an intended improvement of the installation were observed at Schkeuditz airfield. [ ]

25X1X

Schwerin-Goerries

23 December 1951  
to 3 January 1952

On 23 December 1951 and 3 January 1952, two parties of two officers and about 14 EM each arrived at Schwerin-Goerries airfield; on 3 January 1952, about half of these soldiers departed from the Schwerin railroad station. On 8 January 1952, the field was cordoned off. Source saw that clearing work was in progress there. [ ] (5) On 15 January 1952, the Goerries Bauunion will allegedly move to an undetermined place. [ ]

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25X1X

Tarnowitz

29 November 1951

Tarnowitz airfield was unoccupied. No reconstruction work was observed. [ ]

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Trebbin

7 November 1951

Several buildings were under construction at Trebbin airfield; FDJ brigades helped. Three buildings were completed. A Volkspolizei commission allegedly inspected the building sites. ([ ])

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Tutow

23 October 1951

A private firm was salvaging usable material at Tutow airfield. No Soviet soldiers were observed in and around Tutow. Allegedly it was not permissible to plough the field. The local population still believes that the field will be reoccupied in the future. [ ] An untested source, who applied to the local labor office for a job as a foreman for excavation work at the field, was told that the surveying work for the improvement of the field was completed, but that the date on which work was to be started was not yet fixed.

25X1X

Wolzow

2 December 1951

The field was no longer occupied by Russians. The workers previously employed on the construction of the runway and taxiway had allegedly been transferred to Moyerswerda. The cantonment buildings on the southeastern side of the field were still occupied by workers. The fuel tank installation at the northwestern edge of the field was empty. The construction activity will allegedly be continued in the spring of 1952. [ ]

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## [ ] Comments.

- (1) For sketch of the field, see Annex 1.
- (2) For sketch of the former field, see Annex 2.
- (3) For location of the field, see Annex 3.
- (4) This information was confirmed by another source, who stated that the buildings of the field will allegedly be occupied by civilian firms within a week.
- (5) The arrival of these soldiers may be connected with the construction of a new field southeast of Schwerin. The guards needed for that project may be detached from this party stationed at the Goerries field. [ ]

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annex

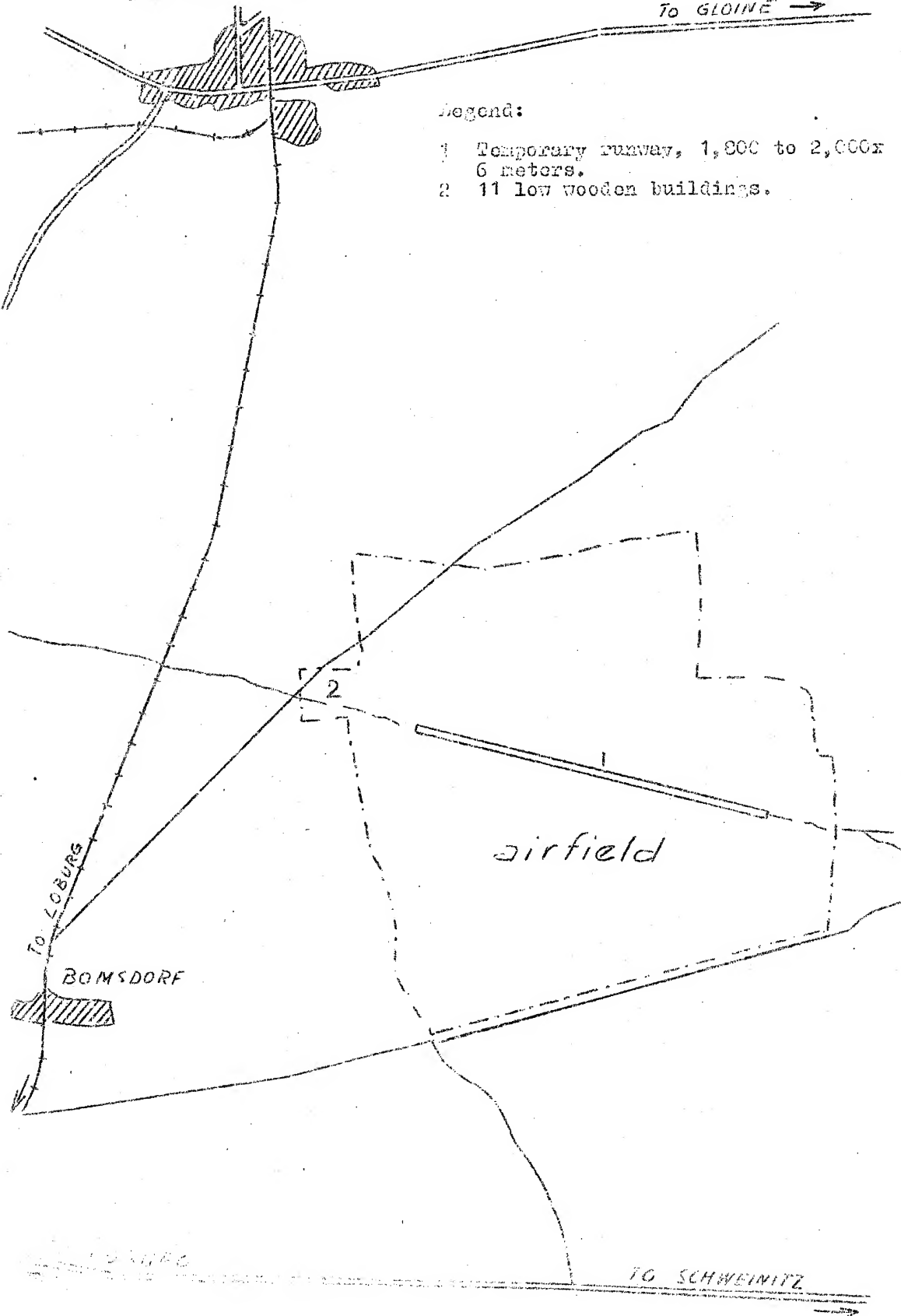
Gross Luebars Airfield

GROSS LUEBARS

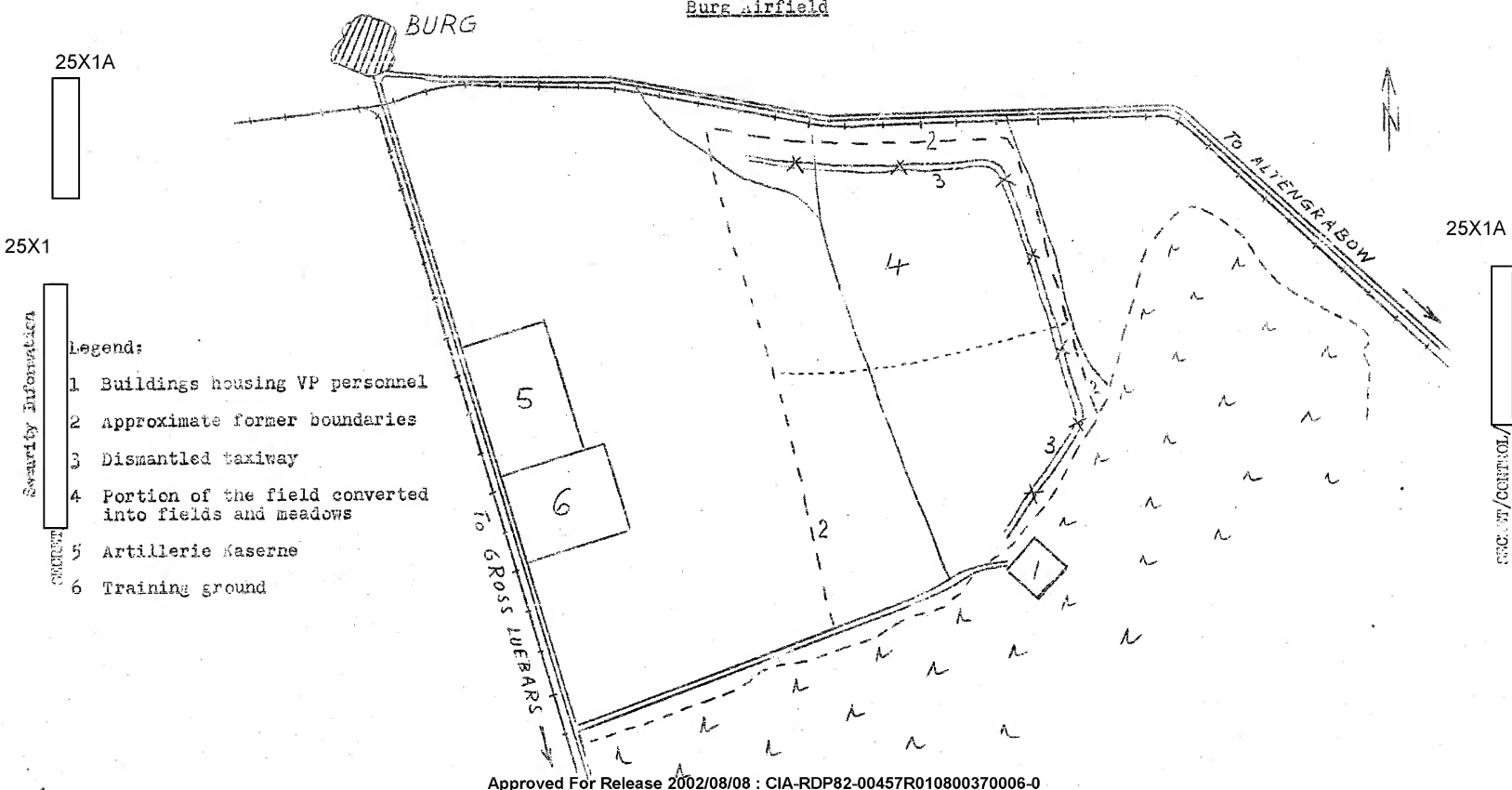
To GLOINE →

## Legend:

- 1 Temporary runway, 1,000 to 2,000x 6 meters.
- 2 11 low wooden buildings.



scale 1:25,000





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Eggersdorf Airfield

TO BERLIN

MUENCHENBERG

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airfield

EGGERSDORF

SCHOENFELD

GOELSDORF

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